

LOG CHIPS

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1

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It's a long time since we were last in California, but we managed to work in a quick trip in June. Here is the

LOG OF A TRIP TO CALIFORNIA

We were an hour late getting into the Naval Air Station at Miramar, as one of the two engines had been sputtering ever since we crossed the Arizona border. But we landed safely and soon had an opportunity to inspect the new aquarium-museum of the Scripps Institution of Oceanography at La Jolla. This boasts of being the only oceanographic museum this side of Monaco, and is well worth a visit.

At San Diego, the old bark STAR OF INDIA still lies alongside the seawall, bereft of her topmasts. Mission Bay has been dredged and channelled according to plan, but apparently there isn't enough water to bring the STAR OF INDIA around there, as had been planned several years ago.

Out on Point Loma, a monument has been erected to Cabrillo, the Spanish discoverer of this coast in the 16th Century, but the sculptor seems to have given his vessel a jib!

We didn't have time to give Jerry Mac Mullen a call at Coronado; but on walking into the new quarters of the Bancroft Library on the Berkeley campus a couple of days later we found him busily at work on the shipwrecks in the Bancroft Scraps. Under the new setup there, readers are admitted to the stacks of the bound California newspapers, greatly expediting historical research.

There are quite a few nautical exhibits around San Francisco now. The Coulter murals are still in the Merchants' Exchange Building, but a branch bank now occupies the quarters. Mr. Haviside, of the rigging firm, still has his private collection of historical material, and the De Young Museum in Golden Gate Park has two rooms devoted to the sea. The GJPA, newly refitted, is nearby. In the new quarters of the California Packing Company the Alaska Packers Association has a small exhibit, dealing mostly with salmon, but having the half-model of the BLAIRMORE (later STAR OF ENGLAND) as its high-light. The new home of the Sailors' Union of the Pacific displays in its lobby Eric Swan-

son's magnificent rigged models of the JAMES ROLPH and GOLDEN GATE.

But the finest exhibit of them all, and one that the serious visitor should set aside the best part of a day to cover fully, is Karl Kortum's new San Francisco Maritime Museum at the foot of Polk Street, just beyond Fisherman's Wharf. Here, all of California's maritime history is on display in a remarkable series of well planned and executed exhibits. Relics, photographs, plans, and models are all tied together with appropriate captions, and the research behind the displays is of the highest order of accuracy.

The main lobby has Eric Swanson's giant rigged model of the five-masted ship PREUSSEN, and such full size material as the head rails and trailboards of the four-masted schooner COMMERCE and the windlass of the ship STAR OF FRANCE. All phases of San Francisco's maritime past are treated in more or less detail, not omitting the grain ships and salmon packers; the Bay steamers, ferries, scow schooners, and lateen fishing boats; the South Sea traders; the Ferris steamer and the five-masted barkentines converted from it; the clippers; the Pacific Mail steamers; and the lumber schooners.

At the Museum was Harry Dring, visiting with his brother, and we looked at some of the photographs he has rescued around Grays Harbor.

That night we had dinner with Jerry Mac Mullen and Harold Huycke at Henry Rusk's, and we brought ourselves up to date on the histories of a great many vessels and the doings of a lot of people. The PACIFIC QUEEN, formerly STAR OF ALASKA, is still in Long Beach harbor, and there are some negotiations under way to bring either her or STAR OF INDIA to San Francisco for preservation in the basin next to the Museum.

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NEHEMIAH HAND OF SETAUKET

Continuing our study of shipbuilding in northern Brookhaven township, we are fortunate in having available an account of the career of Nehemiah Hand of Setauket, in his own words. This was published in the Port Jefferson "Times" on 21 Feb. 1947 by Thomas R. Bayles, and we are indebted to Albert G. Hallock for a look at the clipping.

"I was born in the village of Fireplace (Brookhaven) January 19th, 1814," he begins. "My father's name was Nehemiah, and he was a descendant of the Hands who were among the first settlers on the east end of Long Island. My mother was a daughter of General Mapes, who came to this country during the Revolutionary War.

"My father was drowned in November 1813, with ten other men, all heads of families, while fishing in the sea at New Inlet on the South Beach. I was born the following January, my mother being left with five small children to care for. When I was 17 years old I walked 18 miles to Stony Brook to see my brother, who was a shipwright.

"He agreed to give me my board and clothes and a quarter's schooling until I was 21. The schooling I did not get, never had but 72 days' schooling in my life. While with him I had the rheumatism so bad that I had to go on crutches for three months, and was made a cripple for life.

"The summer of 1835 I was 21 and worked for Titus Mathews of Bridgeport. In 1836 I built the schooner DELIGHT for Adam Bayles. In 1837 I made the model and molds for the schooner SWALLOW and helped build her by the day. In 1838 I was married to Mary Bennett of Setauket. That year I worked for Bell & Brown and learned to build square-rigged vessels."

(There were both Bells and Browns among the builders of Port Jefferson, though no firm of Bell & Brown can now be identified at this period. Perhaps Hand means the firm of Brown & Bell, noted packet builders of New York City.)

"In 1839 I built the vessel HARDCRABBLE for Louis Davis of Miller's Place. In 1840 I bought a lot and built a house in East Setauket. In 1844 I laid down the first set of ways ever built in Setauket, for repairs. I soon got a vessel to repair, the MARTHA ANN, and before she was done I contracted with Capt. Charles Tyler to build the sloop COMMERCE, and to own one-quarter of her when finished.

"In 1846 I built the schooner MARY ROWLAND for Capt. Thomas W. Rowland, which

proved to be a good sailer. The same year I built the schooner ALBEMARLE for William J. Whithead of Suffolk, Va., and in 1848 built another schooner, the SOUTHAMPTON, for the same man. These vessels brought pine wood from Virginia to Providence for steamboat use before coal was used.

"In 1849 I built a schooner on my own account and called her the MARIETTA HAND after my oldest daughter. I sold one-half of her to Capt. Micah Jayne, the boat to be commanded by Capt. Scudder Jayne. In four years she had earned us \$7200, when we sold her for \$5800, which was \$200 more than she cost us. In 1851 I built the brig N. HAND for Turner & Townsend. I owned one-fourth of her and in less than four years she had paid her owners \$22,562 when we sold her for \$10,350.

"In 1853 I built the schooner FLYING EAGLE on my own account. I sold half of her to Capt. Benjamin Jones and others. I sent her to Constantinople in the time of the Crimean War with a cargo of rum and pepper. I thought that would warm them up and make them fight if anything would. We got \$5000 for carrying it. She was a good sailer and paid her cost in the first four years. In 1854 I built the bark C. W. POULTNEY. She cost \$39,000 and ran as a packet between Philadelphia and New Orleans.

"In 1855 I built the brig T. W. ROWLAND. She cost \$28,000 and I owned one-fourth. Setauket was a lively place that summer, from 90 to 100 men being constantly employed. Mechanics came from all quarters, more than there were houses for. I started the bark URANIA and finished her in 1856, for Capt. Wm. R. Turner. She cost \$31,000 and was built for the coffee trade between New York and Brazil. Two years later she ran as a packet between Shanghai and Nagasaki, when Japan was first opened to the commerce of the world. She brought home a cargo of tea and silks, the freight on which amounted to \$12,000.

"In 1857 I built the schooner ANDROMEDA for Capt. T. W. Rowland. He owned one-fourth and I three-fourths of her. We ran her three years between Bridgeport, Conn., and Washington, carrying marble to enlarge the Capitol."

The following list of Hand's vessels was furnished by Mr. Hallock, who obtained it many years ago from George E. Hand, the son of Nehemiah Hand Jr., and published it at that time in the Port Jefferson "Echo." We have checked it partially against official records, and tonnages given in pa-

rentheses are as furnished by the builder and unverified. It appears that it was customary for Suffolk County builders to give the year that work started as the year of building a vessel, and also to use a mode of reckoning tonnage that gave considerably higher tonnage figures than Custom House Measurement.

Incidentally, the first document of the sloop DELIGHT gives A.D. Bayles as master carpenter; but according to Hand's own statement he was the builder and Bayles the owner.

Built by N. Hand Jr.

1837	Sloop	DELIGHT	31 tons (old)
1837	"	ELIZA JAYNE (35)	"
1839	"	HARDS CRABBLE 62	"
1841	"	HELEN JAYNE (43)	"
1843	"	DART (18)	"
1844	"	COMERCE (84)	"
1846	Sch	NANCY MILLS 85	"
1847	"	MARY A. ROWLAND 109	"
1847	"	ALBEMARLE 148	"
1848	"	SOUTHAMPTON 165	"
1849	"	MARIETTA HAND 125	"
1850	"	NASSAU (169)	"
1852	Brig	NEHEMIAH HAND 262	"
1851	Sloop	CHASE 94	"
1853	Sch	FLYING EAGLE 241	"
1854	Bark	CHAS. J. POULTNEY (398)	"
1855	Brig	THOMAS W. ROWLAND 994 tons (old)	"
1856	Bark	URANIA 405	"
1857	Sch	ANDROMEDA 223	"
1859	Bark	PALLAS 366	"
1860	Sch	ALDEBARAN 189	"
1862	Brig	MARY E. ROWLAND 263 tons	gross

Built by N. Hand & Son

1864	Brig	AMERICUS	396 tons gross
1867	Sch	MARY A. TYLER	205 "
1868	Brig	MARY E. THAYER	276 "
1869	Tern	GEORGIETTA LAWRENCE	309 "
1870	Bark	G. DE ZALDO	476 "
1872	$\frac{1}{2}$ Bg	DAISY	439 "
1873	Bkn	THOMAS BROOKS	449 "
1873	Sch	NEHEMIAH HAND	194 "

Built by George E. Hand

1874	Bark	FERRIS S. THOMPSON	531 gross
1876	$\frac{1}{2}$ Bg	IRVINE	491 "
1877	Bark	LOTTIE MOORE	880 "
1878	Bark	MONROVIA	464 "
1882	SS	FLORENCE	84 "

The most famous of Hand's vessels today is the half brig DAISY, by virtue of a voyage that Dr. Robert Cushman Murphy made in her to South Georgia in 1911-12. Originally a trader, the DAISY was bought as a schooner barge, and she is not finally by New Bedford owners in 1905 and put in-listed as scrapped until 1931. The ADORNA to the whale fishery. (continued on p. 4)

DAVID B. BAYLES OF SETAUKET

There were two other important builders at Setauket, William Bacon and David B. Bayles. Apparently they were in partnership for a time, and Mr. Hallock furnishes the following list of vessels built by Bayles & Bacon:

1847	Sloop	EMILY	80 tons
1843	Sch	ARROW	164
1843	Sch	EDNA C.	200
1849	Sch	FASHION	100

For David B. Bayles alone we have the following list, to which both Mr. Hallock and Bob Applebee have contributed. It might be noted that the papers of the first vessel, R. W. BROWN, give Jonas Smith as builder, but as he was sole owner, this is probably a case similar to DELIGHT.

			old	new
1850	Sch	R. W. BROWN	199	
1851	Sch	FRANCIS SATTERLY	310	
1852	Sch	MARCENA MONSON JR	180	120
1853	Sch	CHARLES T. SMYTH	170	
1854	Sch	WIDE WORLD	274	256
1855	3m. Sch	FLEET WING	518	
1855	Sch	DECATUR OAKES	194	154
1856	Sch	D. B. BAYLES	261	
1857	Sloop	METEOR	(50)	
1859	Sch	HARRIET BREWSTER	274	
1860	$\frac{1}{2}$ Brig	CONFLICT	161	
1870	Ship	ADORNA		1460
1880	SS	WILKESBARRE		1533

There is a story that goes with the last two vessels. Captain James Davis, who had made a great deal of money in the cotton trade, ordered the ADORNA from D. B. Bayles in 1869, and she was the largest sailing vessel

ever completed in Suffolk County. Captain Davis determined to follow her with the largest sailing vessel in the world, as a cotton carrier out of New Orleans, and he expended much time and treasure in collecting the materials of a ship to measure 235 x 40 x 31 ft.

Unfortunately, Capt. Davis ran short of cash through other speculations, and he was forced to sell the ADORNA to German owners and abandon the new ship with only the frame completed. After nearly 10 years the unfinished hull was sold to the Central R.R. of New Jersey, and Robert Palmer of Noank, Conn., finished her as a collier (a

steam barge, some called her) of dimensions 239.6 x 47 x 19.5 feet and carrying about 2000 tons of anthracite coal. About 1893 she had her engine removed and was operated as a schooner barge, and she is not finally listed as scrapped until 1931. The ADORNA was later the Norwegian EUROPA.

DAVID T. BAYLES OF STONY BROOK

BOOK REVIEWS

On p.136 of the last volume of LOG CHIPS we identified David T. Bayles as the son of C.Lloyd Bayles. It appears now that this relationship is incorrect, and although we do not yet have any biographical information on D.T.Bayles, we found a list of vessels built by him in the "History of Suffolk County," copyrighted in 1885 by Stephen A. Titus.

Stony Brook Harbor, on which the village of Stony Brook is located, is an arm of Smithtown Bay. It is within Suffolk County but in Smithtown township, the next township west of Brookhaven. Here D.T.Bayles built:

			Tonnage	
1852	Sch	RENELECHA HALLOCK	156	old
1854	"	BENJ. N. HAWKINS	369	"
1858	"	VILLAGE QUEEN	220	"
1861	"	LUNA	112	"
1863	"	GOLDEN RULE	125	gross
1865	"	OCEANUS	254	"
1867	3m.Sch	ROYAL ARCH	403	"
1871	Sch	WILLIAM R. KNIGHTON	157	"
1874	3m.Sch	ANNA	488	"
1875	Sch	CARIBBEAN	170	"
1883	"	B. F. JAYNE	78	"

NEHEMIAH HAND (Continued from p.3)

In 1916 she was chartered offshore again and loaded a cargo of beans for Europe. But she became leaky a little southwest of Brava in the Cape Verdes, and the bean cargo swelled and started her aged fastenings. The crew of 13 abandoned her in 14°28' N, 25°20' W on 29 October 1916.

Dr. Murphy's book, published in 1947 under the title "Logbook for Grace," is destined to become one of the classics of the sea. Just a year out of college, the author left his bride of four months for the opportunity to spend a year collecting the birds and other animals of the Atlantic and Antarctic. The book, put together out of a diary he kept for his wife, his scientific notes, and his letters home, is both entertaining and absorbing, and will be read as long as men follow the sea and women wait for them.

The bark FERRIS S. THOMPSON went out to the Pacific, and was a well known vessel in the Hawaiian sugar trade. In 1904 she was bought by a salmon packer, and after many years as an Alaskan cannery vessel she ended her days as a lumber barge.

Most of the other square-riggers built by the Hands after the Civil War seem to have been employed chiefly in the West Indies sugar trade.

MORGAN, Charles S., "Shipbuilding on the Kennebunk; the closing chapter," 40 pp., 11 ill. Historical Society of Kennebunkport, Kennebunkport, Me., 1952. 75¢.

This is Publication No.1 of the Society and is adapted from an address by Mr.Morgan to the society on the occasion of its first public meeting, 15 Feb.1952. It is focused on the three- and four-masted schooners built at Kennebunkport between 1867 and 1918. They range from the JEFFERSON BORDEN which was famous for her mutiny in 1875, to the EDMUND A.BILLINGS and KENNEBUNK, of which thumbnail histories have appeared in LOG CHIPS.

In addition to a series of interesting illustrations, the booklet includes a complete list of the schooners, with years, tonnages, builders' names, and home ports.

"The Halship Saga, the war effort of Halifax Shipyards Limited," 50 pp.; 11l. Halifax Shipyards Ltd., Halifax, N.S.(1947).

A collection of excellent illustrations concerning the war activities of the important shipyard at Halifax, Canada, this book has no text except the photograph captions. Unfortunately, no list of the vessels built by Halship is included.

THOMAS, Gordon W., "Builders of Gloucester's prosperity," 92 pp., 11l. Cape Ann Savings Bank, Gloucester, Mass., 1952.

We have already referred in LOG CHIPS to the important series of articles in the Gloucester "Times," which started last year. The first 38 accounts in this series have now been collected into book form with the assistance of the Gloucester Fishermen's Institute, and are being distributed by the Cape Ann Savings Bank in observance of the opening of its new banking rooms.

Included are the life histories of such famous vessels as the GERTRUDE L.THEBAUD and COLUMBIA, which raced the BLUENOSE; the EFFIE M. MORRISSEY; and the RESOLUTE, an experimental beam-trawler built on the lines of a North Sea trawler, ketch rig and all.

The book includes a brief glossary of Gloucester fisherman terms, including "shacking," which means to salt the first fish caught and bring in the rest fresh, iced. An illustration is given of each vessel, and in most cases a list of spar dimensions is also included. This is an interesting and valuable book.

MacLEAN, Duncan, "Clipper ships and packets 1851-1853," 58 pp., index.
LOG CHIPS, Washington, D.C., 1952. \$2.00

While digging through newspaper files in the Library of Congress a couple of years ago, we stumbled onto the series of descriptions of new vessels that appeared regularly in the Boston "Atlas." These bear all the earmarks of having come from the same pen as the pamphlet description of the GREAT REPUBLIC, the authorship of which is ascribed to Duncan MacLean. Only a few of these stories have been copied by later writers, but the descriptions are so clear and complete that we felt a wider circulation should be given to them. We have accordingly reproduced the descriptions of forty vessels in facsimile, in a limited edition of 500 copies, and offer it for sale as above.

We have plans for further reprints of this nature, the progress of which depends on the reception given to the first effort.

McDOWELL, William, "The shape of ships; being the story of the development of ships from the earliest time to the present day," 232 pp.; ill.; glossary. London, Hutchinson & Co., 1950. Price 8s 6d.

Written and illustrated by a naval architect turned marine artist, this book is a useful introduction to the history of ships. About half the text is devoted to the development of sailing ships, while the second half covers the invention of the steamboat and the evolution of modern powered war and merchant ships.

There are 64 illustrations, 16 of them in color, all drawn by the author.

BRØGGER, A. V., and Haskon Shetelig, "Vikingeskibene; deres forgjengere og etterfølgere," 296 pp., 24 pl. Dreyers Forlag, Oslo, 1950. Price 25 kroner (\$3.50).

"Viking ships, their predecessors and successors" opens with a chapter by Professor Brøgger on the earliest Scandinavian boats. He finds the controversial Bronze Age stone-carvings to depict skin-boats, and traces their development. His second chapter is on boat burials. Then Professor Shetelig discusses Viking ships, with particular reference to the three famous finds now preserved at Bygdøy, and Brøgger closes with an account of Norse vessels in the Middle Ages.

The illustrations are chiefly photos, and plans or construction drawing are unfortunately lacking; likewise a bibliography.

MacGREGOR, David R., "The tea clippers; an account of the China tea trade and of some of the British sailing ships engaged in it from 1849 to 1869," xx, 272 pp.; 41 ill.; 7 pl.; 22 figs.; bibl.; index. Percival Marshall & Co., London, 1952. Price 25s.

A modern book-length account of this subject, which was allotted a brief chapter in Clark's "Clipper Ship Era" and presented in a curious mixture of fact and hearsay in Lubbock's "China Clippers," is long overdue. Mr. MacGregor, who is an architect by profession and only four years out of Cambridge University, is one of the most promising of the new generation of nautical historians, and he has produced an important and valuable book.

The first part of the book tells of the tea trade, with a discussion of the sailing routes and weather conditions, which of course had a profound influence on the ships built for the trade; but the bulk of the book deals with the ships themselves. The author examines the theory that the "clipper" was invented by the Halls of Aberdeen and rejects it, after showing that the "Aberdeen bow" was indeed an invention.

The book is a well-organized combination of the chronological development of the tea clipper type with individual ship biographies. The photographs are mostly fresh material, the lines (drawn or traced by the author) are previously unpublished plans, and the figures (likewise drawn by the author) are mostly deck plans, midship outlines, and construction details. The latter make clear many of the minutiae of composite construction.

Appendices list the China passages of all vessels described in the text, record runs, the spar dimensions of four vessels, comparative coefficients of under deck tonnage, and an exposition of the various rules for measuring tonnage. This is a book that belongs in every nautical library.

POLK'S MODEL CRAFT HOBBIES, 168 pp.; index. Polk's, 314 5th Ave., New York City 1, 1952.

This is an interesting catalog of plans, kits, and fittings for the construction of ship models of all periods, model yachts, and model power boats. It sells for 50¢, but a coupon provides a 50¢ credit on orders of \$5 or more.

A wide variety of this material is now available in America, and the degree of authenticity (or lack of authenticity) makes a fascinating study.

UNDERHILL, Harold A., "Deep-water sail," xxx, 302 pp., 100 plates, 100 figs., index. Brown, Son & Ferguson, Glasgow, 1952, 42s.

Here is the long-awaited work by Mr. Underhill, which has been hailed as the definitive word on the rigging of 19th and 20th Century sailing vessels. Indeed, the book goes beyond the subject of rigging and also treats of hull lines and in a few cases even of construction; yet, in spite of the broad coverage, it falls a good deal short of being the final word on the subject.

This is not to say that an even hundred of Mr. Underhill's carefully executed scale drawings with an additional hundred reproductions of photographs and his paintings is not good value for two guineas, for this is probably the most comprehensive collection of plans ever assembled in one place and will be a standard reference for years to come. However the author, familiar though he is with the works of Lubbock, some of the pre-war "Sea Breezes," and some other sources, has neglected to consult the volumes of "American Neptune," Morris' "Fore and aft rig in America," and other excellent authorities.

For this reason, we propose to present in LOG CHIPS an extended commentary on "Deep-water sail."

Chapters 2 and 3 of the book deal with much the same classes of vessel as Greenhill's "Merchant schooners," and should be read together with the latter. On p.23 is a reference to the "Grand Haven rig" of the Great Lakes, and it should be noted that this rig originated with a three-masted schooner that lost all but the stump of her mainmast, and set up a mizzen staysail in place of the mainsail. As Lakers operated mostly in tows by this period, the loss of sail area was not critical.

Plates 9-12 show the South Sea traders NOTAU, TURUA, and MAUNO, built for Burns-Philp of Sydney in 1917 at Oakland. These were just about the last two-masted trading schooners built at San Francisco; their deck arrangements were typical of copra traders, but not of ordinary American coasters. On p.32 we learn that the famous French gunboat ZELE of Tahiti was Turner's PAPENTE of 1883 (LC v.2, p.93).

Plate 7 gives the lines of the 196-ton class of three-masted topsail schooner built at Kiel in 1921, as listed in LC, v.2, p.106; the others referred to by Underhill on p.46 are also listed there.

As described in "American Neptune," v.2, p.326, the AMERICANA was another British-built four-masted topsail schooner (though she did not come out originally with that rig) beside RIMAC (Underhill, p.47). The WATERWITCH (p.49) was abandoned at Loksa, Estonia, in May 1944. "Rudder" for 1899, p.62, has a set of lines to go with the sail plans of GALILEE given (as 3m.sch and half brig) in Plates 13 and 26. The R.R. S.RESEARCH in Plates 27 and 28 was influenced by the GALILEE, for the Admiralty borrowed CARNEGIE's plans from the Carnegie Institution of Washington, and her design reflected the Institution's experience with operating the GALILEE under charter.

The plans of a Hoogly pilot brig and of the Indian-built barkentine HYASTAN show interesting vessels (Pl.29-31, 35-36). Plate 37 is the sail plan of the 879-ton bark YUBA, built at River John, N.S., in 1873 by C.McLennan, and measuring 167.9 x 35.1 x 20 ft. Plate 41 is the sail plan of the steel four-mast barkentine ALTA of San Francisco, which was lost with all hands in 1923. Plate 43 is the sail plan of the bark R.P.RITHEE, another San Franciscan, and it shows her spanker in 1892 with exactly the same rig as the modern Marconi rig of yachts.

Starting on p.125 and again on p.187, Mr.Underhill has some useful information on scaling from photographs, which may help take some of the mystery out of this art. His chapters on Ships and Big Barques and Barquentines add considerably to our knowledge of the design of large British sailing vessels of the end of last century, which has previously been limited to little more than the plans in Lubbock's "Last of the Windjammers," two sail plans in Holms's "Practical Shipbuilding" (SOUTH AFRICAN and MOTHAN), lines and a sail plan (FALLS OF EARN) in Thearle's "Modern Practice of Shipbuilding," lines of a vessel of about 600 tons in Watson's "Manual on Laying-Off," and KENILWORTH's sail plan.

DOLGONAR on p.164 should be DALGONAR. On p.206 the author states the plans of the first five-master FRANCE no longer exist; however, the sail plan and inboard profile are at p.290 of Laas' "Entwicklung und Zukunft der groszen Segelschiffe." The E.R.STERLING (p.218) was scrapped at Sunderland in 1928. It has always been understood that the fourth mast of GREAT REPUBLIC was for leading the mizzen braces aft; she was rigged at Charlestown, not Charleston, as stated on p.220. (To be continued)

SAILING SHIP NEWS

ANNIE C. ROSS, 4m.sch. Scheduled to be refitted in Maine this summer.

CARL VINNEN, Ger.aux.5m.Sch. Has been laid up at Gibraltar since 25 Oct.1946; now bought by Schlieven for training ship.

CITY OF NEW YORK, Hond.aux.3m.sch. At New York City in July with lumber cargo.

CORONET, 2m.sch.yacht. Built Brooklyn in 1885. Has lain at Portland, Me., since 1911, after a trip to Africa for Kingdom mission society. 9 June arr.Gloucester for refit as dude sailer.

DANMARK, Dan.aux.tr.ship. 15 Mar.arr Copenhagen from New Orleans.

DAR POMORZA, Pol.aux.tr.ship. 15 June arr Gibraltar from Poland; 18 June left for Genoa.

ENERGIA, Russ.aux.3m.sch. 14 Feb.arr Plymouth; 19th left; 28 Feb.left Gibraltar; 12 Mar left Suez; 17 Apr.in Singapore.

FOZ DO DURO, Port.m/s. 28 June left Sydney for New Zealand.

KURJA, Russ.aux.3m.sch. 15 Feb.arr Plymouth from Kaliningrad; 19th left; 28 Feb.left Gibraltar; 11 Mar.left Suez; 17 April in Singapore Roads.

LA MERCEDE, 4m.aux.sch. A.B.'s this season in her get \$355 per month.

MADALAN, Port.aux.bgn. 3 July left St.Vincent for Praia.

MERCATOR, Belg.aux.tr.Bkn. 13 Mar.arr Dakar; 4 Apr.arr Malaga; left 8th; arr Monaco 13th; left 18th; 24th arr Naples; 5 May passed Gibraltar; 21st arr Antwerp.

MONITOR, barge (ex 5m.Bkn.built Oakland, 1920). Long at Richmond, Calif., as fish reduction plant. June sold to Doc Freeman, Seattle, for dismantling and burning for scrap.

MOSHULU, Finn.4m.bk. At Stockholm since Oct.1948; bought by Schlieven and to be rerigged under name OPLAG.

PAMIR, Ger.aux.4m.tr.bk. 14 Apr.left Victoria; 30 May arr Rotterdam. Left 10 Jun; arr Bremen 11th, tow tug HUBER. 20 June left Bremen for Santos; passed Dover 23d.

PASSAT, Ger.aux.4m.tr.bk. 16 Apr.arr Rosario; left 23d and Buenos Aires 30th; arr Antwerp 16 June. Left Bremen 3 July for Santos.

RIVERSDALE, Can.barge (ex ship built Port Glasgow 1894). June 1952 discharging lumber at Seattle from British Columbia.

SAGRES, Port.tr.bark. 22 June arr St.Vincent CV1 (Alan Villiers aboard).

SCHULSCHIFF LEU SCHLAND, Ger.aux.tr.ship. Recconditioned and will base at Elsfleth.

SØRLANDET, Nor.tr.ship. 28 June arr Kristiansand from London.

STATSRAAD LEHEKUH, Nor.aux.tr.bark. Left Haugesund 3 June and Bergen 11th. 17 July arr New York City.

VIKING, Swed.4m.bk. In June loaded 4000 tons grain at Göteborg; to be grain storehouse.

WAWONA, 3m.Sch. Has been chartered to South Sea Exploration Society Inc. Hove down at Kingston in July and bored sound -- only 2" hog. Capt.Pedersen, her owner, has no master's papers in sail, so her sailing is delayed.

(Thanks to Giles Tod, Gordon Jones, Bob Applebee, and John A.Meer for items.)

IRISH PENNANTS

Amplifying references on pp.123 and 137 of LC, v.2, Mr. Otis S.Lloyd Jr. of Salisbury, Md., sends a couple of photos of the HATTIE E.GILES having her transom rebuilt on his father's marine railway there about 1903. It shows her as a fairly full vessel, but no ram. Also in the photo is the two-master ROBIN HOOD, built at Hamburg, Pa., in 1868 and measuring 100.0 x 17.4 x 7.8 ft. She has very bluff bows and a shovel stern, much like the later rams.

ALVENA'S HOMONYM IDENTIFIED

We remarked on p.102 of the last volume of LOG CHIPS that we had not identified the lady for whom the schooner ALVENA was named. Karl Kortum has since obtained for us a copy of the IPA volume of Eureka ship registers, and from it we learn that Alvena Cuzner of Los Angeles, evidently a member of the family that operated the Kerchoff-Cuzner Lumber Co.in that port, owned 1/64 of the schooner. Irene Cuzner owned 1/64 of ALVENA's sister IRENE.

TWO WORLD SPEED RECORDS SET

SLO-MO-SHUN-IV averaged 150.515 knots in two one-mile runs (up wind and down wind) on Lake Washington, and in the same fortnight the liner UNITED STATES set records of 35.59 knots eastbound and 34.51 homeward bound between Ambrose Light and Bishop Rock.

NEW FOUR-MASTER BUILDING IN PORTUGAL

Alan Villiers writes us that the Monica yard at Gafanha has under way a short-ended 180-ft. four-master for the Grand Banks fleet. "Her lines look pretty good to me," he adds, "She will be a handsome addition to the fleet."

STEEL SAILING VESSELS BUILT IN FRANCE

Vessel name	Builders	Year	Rig	Tonnage	Owners	Fate
Later name	Year	Owner given by				
	Societe Anonyme des Anciens Chantiers Dubigeon, Nantes-Chantenay					
	1935					
OISEAU DES ILES	Aux.3m.Sch 398 Cie.Francaise des Phosphates de l'Oceanie,	Papeete				
	1933					
COMMANDANT LOUIS RICHARD	Aux.Bktn 858 Jos.Briand et fils,	St.Malo				
LI EUTENANT RENE GUILLON	Aux.Bktn 858 Jos.Briand et fils,	St. Malo				
	1912					
	S.A.des Chantiers et Ateliers de la Gironde, Bordeaux					
FRANCE	Aux.5m.Bk 5633 Prentout-Leblond,	Leroux & Heuzey, Rouen.	Lost 1922.			
	1903					
	Ateliers et Chantiers de la Loire, St.Nazaire					
CORNIL BART	Bark 2362 Soc.des Voiliers Dunkerquois,	Dunkirk.	Scrapped '26.			
	1902					
	S.A.des Forges & Chantiers de la Mediterranee, La Seyne					
BONNEVEINE	Bark 2698 Soc.Marseillais des Voiliers,	Marseille.	Hulked 1929.			
JOLIETTE	Bark 2698 Soc.Marseillais des Voiliers,	Marseille.	Lost 1909.			
	Chantiers Maritimes de Bordeaux, Bordeaux					
DUCHESSE DE BERRY	Ship 2572 S.A.d'Arm.l'Ocean,	Nantes	Lost 1907, Staten Land.			
DUGUAY TROUIN	Ship 2557 Soc.Bretonne de Nav.,	Nantes	Scrapped 1927			
	Ateliers & Chantiers de la Loire, St.Nazaire					
BONCHAMP	Bark 2300 Cie.de Nav.Francaise,	Nantes.	Scrapped 1932.			
FAULCONNIER	Bark 2585 Soc.des Voiliers Dunkerquois,	Dunkirk.				
JEAN	Bark 2309 G.Ehrenberg,	Havre.	Sunk 1915 by PR.EITEL FRIED.			
MICHELET	Bark 2701 Cie.Maritime Francaise,	Nantes.	Submerged 1918.			
RENE	Bark 2588 Leon Guillon,	Nantes.				
LISBETH	1926 Red."Frithjof" G.m.b.H. (Hans Andersen, mgr.),	Hamburg				
BREMEN	1927 "Seefahrt" Segelsch.Reed.G.m.b.H.,	Bremen.	Scrapped 1932.			
	S.A.Chantiers & Ateliers de St.Nazaire (Penhoet), St.Nazaire					
CRILLON	Ship 2932 Cie.Maritime Francaise,	Nantes.	Scrapped 1927			
DANIEL	Ship 2790 Soc.des Voiliers Nazairiens,	St.Naz.	Missing 1906.			
DESAIX	Ship 2391 Cie.Maritime Francaise,	Nantes.	Scrapped 1927			
HAUDADINE	Ship 2393 S.A.des Armateurs Nantais,	Nantes.	Lost 3 Jan.1905.			
LATINNEC	Ship 2397 S.A.des Armateurs Nantais,	Nantes.				
OLDENBURG	1923 H.H.Schmidt,	Hamburg				
SUOMEN JOUTSEN	1930 Finnish Government					
MARECHAL SUCHET	Ship 2391 Cie.Francaise de Nav.,	Nantes				
TAITH	1923 A/S Freedom (E.Friis-Hansen, mgr.),	Oslo				
PELLWORM	1924 Syndikats Rhederi G.m.b.H.,	Hamburg				
HEIN GODENWIND	(floating restaurant, Hamburg)	Luftwaffe target	1944.			
RENE KERVILER	Ship 2790 Soc.des Voiliers Nazairiens,	St.Naz.	Scrapped 1928.			
VAUPAK	Ship 2391 Cie.Maritime Francaise,	Nantes.	Lost C.Verdes 1907.			
VERCINGETORIX	Ship 2392 Cie.Francaise de Nav.,	Nantes.				
BREMEN	1914 C.J.Klingenberg,	Bremen				
VERCINGETORIX	1912 French Government		Scrapped 1924.			
	Ateliers et Chantiers de la Loire, Nantes					
BUNFON	Bark 2679 Cie.Maritime Francaise,	Nantes.	Scrapped 1928.			
CURVEUR	Bark 2679 Cie.Maritime Francaise,	Nantes.	Submerged Mar.'17.			
LA BANCHE	Bark 2552 J.-B.Etienne,	Nantes	Abnd.afire Aug.'16.			
LE PILIER	Bark 2550 J.-B.Etienne,	Nantes	War loss May 1916.			
NOTRE DAME D'ARVOR	Bark 2678 Cie.Francaise de Nav.,	Nantes.	Lost March 1920.			
SULLY	Bark 2682 Cie.Maritime Francaise,	Nantes.	Submerged Mar.'17.			
TURGOT	Bark 2680 Cie.Maritime Francaise,	Nantes.	Lost C.Verdes 1909.			

1902, continued

DAVID D'ANGERS	A. Dubigeon, Nantes-Chantenay
GETYSIR	Ship 2078 Soc. Anon. des Armateurs Nantais, Nantes
MANHEM	1913 O. Gotaas, Lysaker, Norway
LAFAYETTE	1920 A/B Skoleskepp (S.G. Janson), Göteborg. Scrapped c. 1930
LEON BUREAU	Ship 2075 S.A. des Armateurs Nantais, Nantes. Missing 1905.
JOHN	Ship 2085 L. Bureau et fils, Nantes.
LEON XIII	1914 C. Krabbenhøft & Bock, Hamburg. Hulked at Valparaiso.
SAINT LOUIS	Ship 2089 S.A. des Armateurs Nantais, Nantes. Lost Oct. 1907.
	Bark 2092 L. Bureau et fils, Nantes. Scrapped 1928.
	Compagnie Française de Navigation et de Constructions Navales, Nantes.
ANTOINETTE	Bktn 793 S.A. l'Océan (Simon & Duteil), Nantes. Lost 1912.
MARECHAL DE NOAILLES	Bark 2742 Cie. Française de Nav., Nantes. Wrecked 15 Jan. '13.
ROCHAMBEAU	Bark 2742 Cie. Française de Nav., Nantes. Wrecked Aug. 1911.
	S.A. des Chantiers Nantais de Constructions Maritimes, Nantes.
ARMEN	Bark 2313 Cie. Celtique Maritime, Nantes. Wrecked 1909.
BOIELDIEU	Bark 2316 Cie. Française de Nav., Nantes. Scrapped 1927.
BOUGAINVILLE	Bark 2315 Bureau fr. & Baillergeau, Nantes. Submerged 1916.
EUGENE SCHNEIDER	Bark 2314 Cie. Française de Nav., Nantes. Sunk 1926 in collsn.
JOINVILLE	Bark 2311 S.A. des Longs-Courriers Français, Nantes. Scrpd. '26.
MARECHAL DE GONTAUT	Bark 2314 Cie. Française de Nav., Nantes. Missing 1913.
MONTCAIM	Bark 2315 Soc. des Voiliers Nantais, Nantes. Scrapped 1925.
PIERRE ANTONINE	Bark 2315 Pierre Guillon, Nantes. Scrapped 1928.
TOURVILLE	Bark 2314 Bureau fr. & Baillergeau, Nantes. Lost 1 June 1904.
	S.A. des Forges et Chantiers de la Méditerranée, Havre.
ASNIERES	4m. Bk 3230 S.A. des Longs-Courriers Français, Havre. War loss '17.
CHAMPIGNY	4m. Bk 3230 S.A. des Longs-Courriers Français, Havre.
FENNIA	1923 A/B Finska Skolesképpred. (L. Krogus), Helsingfors. Hulked '27.
EMMA LAURANS	Bark 2260 Soc. des Voiliers Français, Havre. War loss 1916.
	S.A. Chantiers et Ateliers de St. Nazaire, Grand Quevilly, Rouen
AMIRAL CECILLE	Ship 2847 Cie. Française de Nav., Nantes. Burned 1922.
ANDRE THEODORE	Ship 2851 Soc. de Nav. du Sud Ouest, Bordeaux.
LORENZO	1927 Fratelli Dufour, Genoa. Broken up, Savona, 1929.
BERENGERE	Ship 2851 Soc. de Nav. du Sud Ouest, Bordeaux. War loss 1917.
ERNEST REYER (2d)	Ship 2848 N. & C. Guillon, Nantes. War loss 1916.
JEHAN D'UST	Bark 2851 Soc. des Voiliers Nazariens, St. Nazaire
QUILLOTA	(new) A.D. Bordes & fils, Dunkirk. War loss 1917.
MADELEINE	Ship 2852 Soc. de Nav. de Sud-Ouest, Bordeaux. War loss 1917.
RANCAGUA	Ship 2851 A.D. Bordes & fils, Dunkirk. War loss 1917.
	(was to have been named PILOTE H. RIELLE, but sold new to Bordes like
JEHAN D'UST)	
	Soc. des Ateliers et Chantiers de France, Dunkirk.
ADOLPHE	4m. Bk 3245 A.D. Bordes & fils, Dunkirk. Lost 30 Sept. 1904
ALEXANDRE	4m. Bk 3205 A.D. Bordes & fils, Dunkirk. Lost 21 Nov. 1903
ANTONIN	4m. Bk 3204 A.D. Bordes & fils, Dunkirk. Sunk by SEADLER 1917.
VALPARAISO	4m. Bk 3206 A.D. Bordes & fils, Dunkirk. Scrapped 1927.

SOURCES OF THE FRENCH LIST-- We have com- subsidy laws in an early issue.
 piled this chiefly from Lacroix's "Der-
 niers Grands Voiliers" and "Derniers
 Cap-Horniers," with considerable checking
 in "Lloyd's Register" for appropriate
 years.

These vessels include the famous
 French "bounty ships," and we plan to
 have a discussion of the various French

FENNIA, above (ex CHAMPIGNY), was hulked
 at Port Stanley after being dismantled on a
 Cape Horn voyage. She has been confused
 with the earlier FENNIA (ex GOODRICH built
 at Belfast in 1892), which became the motor
 tanker FIONASHELL in 1919 and in June 1921
 was stationed at Gibraltar as a depot ship
 or oil hulk.

1901

	Chantiers Maritimes de Bordeaux, Bordeaux	
ALICE	Ship 2360 Societe Generale d'Armement, Nantes.	Wrecked Jan.'09.
CHATEAUBRIAND	Ship 2336 Soc.Bretonne de Nav., Nantes	War loss 1915.
HELENE BLUM	Ship 2767 Soc.des Voiliers Nazariens, St.Naz.	Wrecked May'08.
	Ateliers et Chantiers de la Loire, St. Nazaire	
BELEN	Bark 2301 Cie.Celtique Maritime, Nantes.	
JEANNE D'ARC	1906 Balande et Cie., Bordeaux	1931 hulked Arcachon.
BRIZEUX	Bark 2303 Soc.Bretonne de Nav., Nantes	War loss Oct.1916
GAIL	Bark 2301 Cie.Celtique Marit., Nantes	Foundered Aug.1909
JEAN BART	Bark 2325 S.A.des Voiliers Dunkerquois, Dunkirk	
HEINZ	1912 C.Krabbenhöft & Bock, Hamburg	
TRIDONIA	1914 British prize	Wrecked Oct.1916
	S.A.Chantiers & Ateliers de St.Nazaire (Penhoet), St.Nazaire	
BAYONNE	Ship 2720 Soc.Bayonnaise de Nav., Bayonne.	War loss.
BIARRITZ	Ship 2737 Soc.Bayonnaise de Nav., Bayonne	Burned Sept.1917.
JULES GOMIES	Ship 2720 Soc.Bayonnaise de Nav., Bayonne	Submarined Mar.'17.
SOCOA	Ship 2738 Soc.Bayonnaise de Nav., Bayonne	
THIERS	1906 Soc.Generale d'Armement, Nantes	Scrapped 1927.
VILLE DE SAINT NAZAIRE	Bk 2790 Soc.Generale d'Arm., St.Nazaire	Wrecked May 1904.
	Ateliers et Chantiers de la Loire, Nantes	
ALICE MARIE	Bark 2288 P.Guillon, Nantes.	Wrecked Sep.1908
CHARLEMAGNE	Ship 2326 Cie.Maritime Francaise, Nantes	Missing 1901.
DUQUESNE	Ship 2326 Cie.Maritime Francaise, Nantes	Hulked 1927.
EDOUARD DETAILLE	Bark 2287 N. & C. Guillon, Nantes	Submarined 1917.
ERNEST LEGOUVE	Bark 2287 N. & C. Guillon, Nantes	Submarined 1917.
GENERAL FAIDHERBE	Ship 2326 Cie.Maritime Francaise, Nantes	Scrapped 1927.
HOCHÉ	Ship 2326 Cie.Maritime Francaise, Nantes	Submarined 1915.
JACOBSEN	Bark 2316 S.A.des Voiliers Dunkerquois, Dunkirk.	War loss 1915.
L'HERMITE	Bark 2309 S.A.des Voiliers Dunkerquois, Dunkirk.	Scrapped.
LA PEROUSE	Bark 2326 Cie.Maritime Francaise, Nantes.	Wrecked 1917.
MISTRAL	4m.Bk 2920 Soc.des Voiliers Marseillais, Mars.	Missing 1908.
VAN STABEL	Bark 2349 S.A.des Voiliers Dunkerquois, Dunk.	Wrecked 1903.
VILLE D'ORLEANS	Bark 2553 Cie.des Voiliers Havrais, Havre.	Abandoned 1902.
	S.A.des Chantiers Nantais de Constructions Maritimes, Nantes	
BABIN CHEVAYE	Bark 2297 Bureau fr.et Baillergeau, Nantes.	Submarined 1918.
BAYARD	Bark 2297 Bureau fr.et Baillergeau, Nantes	Scrapped 1928.
BIDART	Bark 2297 Soc.Bayonnaise de Nav., Bayonne.	Lost May 1915.
BRETAGNE (2d)	Bark 2297 R.Guillon et Cie., Nantes.	
WILHELMINE	1922 H.H.Schmidt, Hamburg.	Lost 1926.
CONNETABLE DE RICHEMONT	Bk 2297 Soc.Bretonne de Nav., Nantes.	Lost Oct.1903.
DU COUEDIC	Bark 2297 Soc.Bretonne de Nav., Nantes.	Missing 1903.
DUC D'AUMALE	Bark 2298 Cie.Maritime Francaise, Nantes.	Submarined Jan.'17.
GENERAL DE NEGRIER	Bark 2297 N. & C. Guillon, Nantes	Scrapped 1928.
GENERAL DE SONIS	Bark 2307 Soc.de Navigation Francaise, Nantes.	Scrapped 1932.
GUETHARY	Bark 2297 Soc.des Voiliers Bayonnaise, Bayonne.	Lost Oct.1914.
LA ROCHEJAQUELEIN	Bark 2309 Bureau fr.et Baillergeau, Nantes.	Torpedoed 1916.
LA TOUR D'Auvergne	Bark 2298 Cie.Maritime Francaise, Nantes.	Wrecked 1913.
OLIVIER DE CLISSON	Bark 2297 Soc.Bretonne de Nav., Rouen.	Abandoned 1905.
PIERRE LOTI	Bark 2297 N. & C. Guillon, Nantes.	Sunk by PR.FITEL FRIED.1916
SURCOUF	Bark 2314 Soc.des Voiliers Nantais, Nantes.	Wrecked Feb.1909.

(to be continued)

(We apologize for the lack of accent grave, accent acute, and circumflex on our typewriter.)

SQUARE-RIGGERS BUILT IN THE U.S. SINCE 1870, BY FRANK W. THOBER

(Continued from p.144)

1875

A. S. DAVIS	S	1400 Belfast Me	C.P. Carter & Co.	Searsport Me
ADMIRAL	S	2210 Yarmouth Me	Blanchard Bros.	Yarmouth Me
ALBERT RUSSELL	B	762 Newburyport Mass	Atkinson & Fillmore	Boston
ALBERT SCHULTZ	Bkn	498 Calais Me	Nickerson & Rideout	New York
ALICE C. DICKERMAN	Bkn	501 E. Boston Mass	Abiel Cove	Boston
ALICE D. COOPER	S	1392 C. Elizabeth Me	Randall & Brewer	Portland Me
ANNIE S. HALL	Bkn	455 Ellsworth Me	Hall Bros.	Boston
ASTORIA	S	1395 Bath Me	Goss & Sawyer	Bath Me
B. F. METCALF	S	1050 Damariscotta Me	B.D. Metcalf	New York
BELLE O'BRIEN	S	1903 Thomaston Me	Edward O'Brien	Thomaston
BENJAMIN DICKERMAN	B	433 Duxbury Mass	Kean	Boston
BIERSTADT	B	586 Viscasset Me	Brown & Hodgkins	Boston
BIG BONANZA	S	1473 Newburyport Mass	John Currier Jr.	Newburyport
BOHEMIA	S	1633 Bath Me	Houghton Bros.	Bath Me
BONANZA	S	1356 Bath Me	Wm. Rogers	New York
BROWN BROTHERS	S	1493 Newburyport Mass	Atkinson & Fillmore	Boston
CARRIE HUMPHREY	B	1060 Bath Me	Hagen & Thurlow	Boston
CENTENNIAL	S	1287 E. Boston Mass	Smith & Townsend	Boston
CHARLES DENNIS	S	1710 Richmond Me	T.J. Southard & Son	Richmond Me
CHARLES F. WARD	B	542 Millbridge Me	W. R. Sawyer	New York
CHARLES R. LEWIS	B	765 Deering Me	R. Lewis & Co.	Portland Me
CHARLES T. RUSSELL	B	731 Harrington Me	Alonzo P. Nash	New York
CHESHIRE	B	737 Chelsea Mass	J. E. Taylor	Boston
CHOCORUA	S	1163 Portsmouth N.H.	W. F. Fernald	Portsmouth NH
CITY OF PHILADELPHIA	S	1457 Bath Me	Goss & Sawyer	Philadelphia
COLUMBIA	B	304 Madison Conn	Chas. M. Miner & Son	New Haven Conn
CONTINENTAL	S	1712 Bath Me	E. & A. Sewall	Bath Me
DANIEL I. TENNEY	S	1687 Newburyport Mass	John Currier Jr.	Newburyport
DAVID A. PRESTON	Bkn	531 E Boston Mass	Wm. F. Green	Boston
DEFIANT	S	1898 Kennebunkport Me	N. L. Thompson	Boston
EDWARD CUSHING	Bkn	497 Camden Me	Bean & Coombs	Camden Me
ELBELL	S	1461 Damariscotta Me	Norris & Co.	Damariscotta
FANNIE TUCKER	S	1527 Viscasset Me	Hodgkins & Brown	Viscasset Me
FLORENCE L. GENOVAR	Bkn	448 Waldoboro Me	E. Kennedy & Co.	New York
FRANC LAMBIRTH	Bkn	489 Bath Me	Alex. Robinson	Bath Me
FRED W. CARLON	B	531 Searsport Me	T. McGilvery	Searsport Me
G. REUSENS	Bkn	477 Millbridge Me	Ezekiel Dyer	New York
GEORGE KREMLBURG	B	696 Stockton Me	C.S. & O. Fletcher	New York
GEORGE F. HANSON	S	1418 Bath Me	A. Hathorn	Bath Me
H. S. GREGORY	S	2020 Thomaston Me	Samuel Watts	Thomaston Me
HARVESTER	S	1494 Bath Me	E. & A. Sewall	Bath Me
HENRIETTA	S	1267 Bucksville SC	J.C. Nickels	Searsport Me
ISAAC REED	S	1551 Waldoboro Me	A. R. Reed	New York
J. D. PETERS	B	1085 Bath Me	Goss & Sawyer	Boston
J. H. BOWERS	B	704 Rockport Me	Carleton & Norwood	Camden
J. W. HARR	S	1296 Bath Me	D. O. Blaisdell	Bath Me
JENNIE SWEENEY	Bkn	643 Mays Landing NJ	A. V. Lane & Bro.	Somers Point NJ
JOHN LAUCHLIN	Bkn	657 Seaford Del	W. F. Lamb	Philadelphia
JOHN SHEPARD	B	675 Newburyport Mass	Geo. E. Currier	Boston
JOSE D. BUENO	B	419 Damariscotta Me	C. G. Merry	New York
JOSE E. MORE	Bkn	443 Damariscotta Me	C. G. Merry	New York
JOSE RODRIGUEZ LOPEZ	Bkn	417 E. Deering, Me	Geo. E. Merrill	Portland Me
JOSEPH PERKINS	Bkn	297 Vallejo Calif	J. Perkins	San Francisco
KALALIS	Bkn	530 E. Machias Me	Wiswell & Co.	New York
LIZZIE	Bkn	223 Kennebunkport Me	N.L. Thompson	Adelaide SA
LUCY A. NICKELS	S	1395 Brewer Me	W. McGilvery	Searsport Me

M. P. GRACE	S	1928	Bath Me	Chapman & Flint	New York
MARY JENNESS	Bkn	505	Brewer Me	J. Oakes	Bangor Me
MARY C. HALE	B	568	Ellsworth Me	I. M. Grant	Ellsworth
MARY E. RUSSELL	B	575	Addison Me	J. C. Nash	Machias Me
MINNIE M. WATTS	B	1023	Thomaston Me	Walker, Dunn & Co.	Thomaston
MOHICAN	B	852	Chelsea Mass	Pierce & Montgomery	Boston
OREGON	S	1431	Bath Me	Wm. Rogers	Bath Me
PACIFIC SLOPE	B	824	San Francisco	Boole & Webster	Sydney NSW
PREMIER	S	1393	Searsport Me	Wm. McGilvery	Searsport
RAPHAEL	S	1543	Rockport Me	Carleton & Norwood	Camden Me
RUFUS E. WOOD	S	1477	Deering Me	Geo. W. Russell	Portland Me
SAMAR	S	1111	E Boston Mass	Campbell & Brooks	Boston
SAMUEL SKOLFIELD 2D	S	1590	Brunswick Me	Skolfield Bros.	Portland Me
SAMUEL WELSH	Bkn	506	Bordentown NJ	J.S. Lamson	Burlington NJ
SPOTLESS	Bkn	418	Baltimore Md	Stevens & Newman	Baltimore
STONEWALL JACKSON	B	1103	E Boston Mass	D. D. Kelly	Boston
TAM O'SHANTER	Bkn	592	Coos Bay Ore	Simpson Lumber Co.	San Francisco
TAM O'SHANTER	S	1603	Freeport Me	E. C. Soule	Portland Me
TEEKALET	B	717	Hillbridge Me	J. W. Sawyer	New York
TROJAN	S	1609	Kennebunkport Me	Titcomb & Thompson	Kennebunk Me
W. A. HOLCOMB	B	953	Bath Me	Goss & Sawyer	Bath Me
WILLIAM H. DEITZ	B	487	Philadelphia Pa	Birely, Hillman & Strecker	Philadelphia
WILLIAM H. MARCY	S	1607	Portsmouth NH	Daniel Marcy	Portsmouth NH

State Built	1870	1871	1872	1873	1874	1875
Maine	24	17	10	37	82	54
New Hampshire	1	1		2		2
Massachusetts	9	5	5	14	29	13
Connecticut	2				1	1
New York	3		1	1	2	
New Jersey						2
Pennsylvania						1
Delaware						1
Maryland			1		1	1
South Carolina						1
California						2
Oregon	1			1	1	1
Washington		1		1	4	
TOTAL	40	24	17	56	120	79
SHIPS--number	17	14	8	18	47	36
tonnage	24,484	18,819	11,503	25,043	72,517	54,940
largest	2035	1904	1859	1893	2516	2210
smallest	1004	952	1107	957	1154	1050
BARKS--number	20	10	6	24	41	24
tonnage	12,471	6,694	3,711	16,930	30,575	17,132
largest	986	1106	938	1189	1428	1103
smallest	304	429	328	399	459	304
BARKENTINES--no.	3		3	14	32	19
tonnage	1,371		1,425	6,784	16,795	9,148
largest	503		488	781	707	657
smallest	397		460	313	260	223
TOTAL TONNAGE	38,326	25,513	16,639	48,757	119,887	81,220

(The above tables are rather dry reading at first glance, but some interesting conclusions can be drawn from them. When we overtake the schooner lists that have previously appeared in LOG CHIPS, we will compile similar statistics to cover both square-riggers and schooners.)